

Montana and the Sky



Vol. 39, No. 7

MONTANA AERONAUTICS DIVISION

July 1988

AEROSPACE WORKSHOP DIRECTOR WINS MONTANA OUTSTANDING TEACHER AWARD

U.S. West has selected Jo Ann Eisenzimer as Montana's Outstanding Teacher for 1988. Eisenzimer has been a director of aerospace teacher workshops under the sponsorship of the Montana Aeronautics Division for eight years. She is a teacher at West Elementary School in Great Falls.

As Montana's winner, Eisenzimer received \$5,000 which she plans to use in pursuing a doctorate degree in aerospace. She was chosen from 115 teachers who were nominated by their colleagues, school administrators, students, and parents from around the state.

Eisenzimer plans to direct her doctorate to the benefit of students and teachers in Montana. She hopes to develop and implement an aerospace curriculum into the schools of the state. Jo Ann is a licensed pilot.

Eisenzimer's school will also receive \$1,000 which she and her administrator will decide how to use.

The U.S. West Outstanding Teacher Program is part of a \$20 million, five-year commitment to supporting educational excellence in the company's 14-state territory. State winners went on to a regional competition.

Barbara Ranf, Montana Mountain Bell Foundation coordinator, says the committee decided on Eisenzimer for a number of reasons including her energy, enthusiasm for teaching, and her genuine concern for the education of her students.

Eisenzimer was nominated by a parent of one of her students. In her nomination she stated, "As a grateful parent, I would like to nominate Jo Ann Eisenzimer for your U.S. West Outstanding Teacher Program. Her unflagging determination, inexhaustible energy and sincere concern for each of her students make her a worthy candidate."

A creative and enthusiastic teacher,



Jo Ann Eisenzimer is congratulated and receives her award as Montana's 1988 Outstanding Teacher from Jack MacAllister, Chairman of the Board, U.S. West, Inc.

Eisenzimer works very diligently promoting aviation and aerospace - not only in the schools but among many other groups and organizations in her community. She has done an exceptional job inspiring hundreds of fellow educators to become involved and teach through the use of aviation and aerospace.

Her students have had a series of aerospace opportunities and experiences enjoyed by few others. She has provided them with the opportunities to meet astronauts, experience plane rides, airport tours, and trips to NASA facilities.

When you walk in the front door at West Elementary, you know Jo Ann Eisenzimer teaches there. She has a fourth-grade class but has had a marked influence at all grade levels with her interest in aerospace. The school lobby often features aviation/aerospace displays.

She inspires her fourth-grade classes with the year-long goal of plane rides over the city of Great Falls. Eisenzimer also explores hot air ballooning with her students, teaching them to design, construct, and fly their own balloons made of tissue

paper and wire. The students then gather at the Cascade County Convalescent Home and fly their balloons for the residents. The biggest thrill is the real hot air balloon Eisenzimer brings along. Everyone who wants to can take a short ride up. Last year's riders were from ages two to 94.

When asked how she wants to be remembered fifteen years from now by her students, Eisenzimer answers, "I want them to remember me as the one teacher who really cared about them and gave them a dream. I tell my students, if you have a dream, go for it!"



Sincere concern for each of her students is one of the attributes specifically mentioned by the parent who nominated Eisenzimer for the U.S. West award.

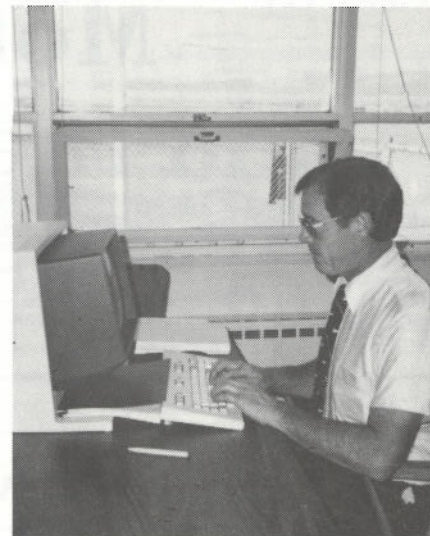
Administrator's Column

FAA Adopts Final New Mode C Rules. The FAA, supposedly after "careful review" of the record number of negative responses to their February 12 NPRM 88-2, which would have required Mode C transponders for all aircraft within 46 SM of 254 radar-equipped airports across the country, has now adopted a new rule which, although somewhat "watered down" from their initial proposal, still leaves one to wonder just who and what they were thinking of when they concluded that aircraft flying into Billings must have a Mode C transponder. The FAA's new rule for Billings will require Mode C transponders within a 5 N mile radius and from the surface to 10,000 feet - and within a radius of 5 to 10 N miles from 1,200 feet to 10,000 feet. WOW! THE FAA HAD ALREADY DETERMINED THAT BILLINGS DOES NOT EVEN HAVE ENOUGH AIR TRAFFIC TO WARRANT A FULL-TIME CONTROL TOWER?? Have I missed something here, or will this new so-called "TCA" also be part time? The FAA states that their new rule is to help prevent conflicts between air carrier and general aviation aircraft in the Billings area. Just how low do these airliners fly anyway? Do they fly below the surface of the Billings airport? One wouldn't think so, would they? Well, what about the elevation of the Billings airport versus the elevation of two small private airstrips below the rims south of the airport? Does the FAA know that the Billings airport is located on top of the rims about 500 feet above the Yellowstone valley? Why would the FAA want to control aircraft below the surface of the Billings airport? Makes no sense at all!!!! Maybe that little J-3 Cub flying along the Yellowstone River south of the airport could be a conflict threat if an airliner should drop down below the surface of the Billings airport for a little sightseeing tour, but I really believe this is an absurd possibility. Would you believe Billings and Fargo, North Dakota, are the ONLY Terminal Control Service Areas (TRSAs) in the United States which have been singled out for this requirement??? WHY??? The new rule for Billings and Fargo and 109 Airport Radar Service Areas (ARSAs) will go into effect on December 30, 1990. Additionally, the new rule will lower the requirement for Mode C transponders from 12,500 feet down to 10,000 feet and require Mode C transponders within 30 N mile radius of 27 airports in terminal control areas (TCAs) regardless of altitude. A blanket lowering of the airspace down to 10,000 feet makes no sense at all in mountainous terrain such as much of Montana. Whoever made this decision did so from a Washington, DC, desk with a total lack of knowledge of terrain and FAA radar coverage capability. The FAA simply does not have radar coverage in the mountainous terrain at 10,000 feet, and it's unlikely that this will change by July 1, 1989, which is the effective date for this portion of the new rule. But then, what's a few bucks to the FAA armchair bureaucrat responsible for making this decision? Just buy the Mode C transponder anyway so you can fly in this environment even though you can't be seen by FAA radar. MAKE SENSE????

* * * * *

Benchmark - Pilots' Campground. The Great Falls MPA Hangar invited me to their May 21 - 22 fly-in at the Benchmark airstrip, and we camped in the public campgrounds across the river from the airstrip. Although the campground is directly across the river from the north tiedown area, you have to hike about one mile around on the road in order to get across the river on the bridge. The group inspected the old pilots' campground located on the southwest end of the airstrip next to the tiedown area. This campground is between the airstrip and the river. This campground was never really fully developed; however, it does have a quality built "outdoor" combination men's/women's toilet and a well was drilled and cased in. However, a pitcher pump was never installed. All the campground really needs is a good cleanup of brush, a couple of fireplaces with grills, a couple of picnic tables and benches, a pitcher pump on the well, and repainting the toilet and signs. Subsequent to this fly-in, a meeting at Benchmark was held and a representative from each of the Helena and Great Falls MPA Hangars, three U.S. Forest Service officials, and I attended. All of the above items were inspected and discussed. Everyone agreed that there was good potential for redeveloping this campground. In general it was agreed that the USFS would have a well contractor who they have in the area doing other well work come to Benchmark and pump the well. If it tests good, they will install a pitcher pump. The cost of doing this was estimated at about \$300, and the MPA representatives were going to solicit the state MPA to fund this expense. The USFS will provide two used fireplace grills; the Great Falls and Helena MPA Hangars will each build good picnic tables with benches and haul them in to Benchmark; the Aeronautics Division will provide the paint (USFS brown and yellow); and all labor will be volunteer. The MPA representatives felt that there may be other MPA Hangars interested in participating in this project and that they anticipate scheduling a "work session fly-in" sometime this fall. The USFS people also discussed an additional possible project which we all felt has considerable merit, and that is constructing a footbridge across the river near the northwest end

(Continued on Page 3)



Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Keith Colbo, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
Phone 444-2506
2360 Airport Road
Helena, Montana 59604
Michael D. Ferguson
Administrator

AERONAUTICS BOARD
Ted Mathis, Chairman
Myron K. Strand, Vice Chairman
C. R. Ugrin, Secretary
Albert C. Cochran, Member
Brad DeZort, Member
Fred Lark, Member
James A. McLean, Member
Terry D. Marshall, Member
Robert Worthington, Member

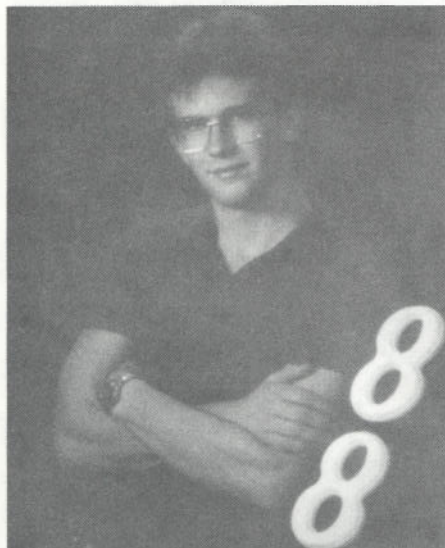
MONTANA AND THE SKY is published monthly in
the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$3.00 per year
Editor: Martha E. Kurtz

"POSTMASTER: Send address
change to Montana and the Sky,
Box 5178, Helena, Montana
59604."

Administrator's Column...Continued

of the runway. They felt that the USFS may have sufficient used timbers and other materials to do this if volunteer labor could be provided. This project will, however, require more research and approval. I feel very optimistic about renovating the old pilots' campground and that it will receive considerable use not only because of the location and excellent facility which Benchmark offers but also because the pilots' campground is pretty much secluded and will offer a great deal of privacy.

Baker Student Wins Flight Scholarship



Baker High School senior Ward Clark has received a \$250 flight scholarship awarded by the Montana Aeronautics Division.

Ward was chosen as the outstanding student in his aviation science class at Baker High School. His teacher was Byron Wolenetz.

Ward has had an interest in flying since he was four years old. He is working and taking flying lessons this summer.

This fall, Ward will begin his college career which he hopes will lead to a degree from North Dakota University at Fargo in engineering/aviation science.

NAV AIDS NEWS

The Plentywood unicom is now located on the airport and is operating on 122.8 MHz.

The runway radio controller will also be on 122.8 in the near future. The lights are presently on dusk to dawn.

MPA PLANS FALL FLY-IN

The MPA will hold its fall fly-in in Red Lodge August 26, 27, and 28, 1988.

Activities will include a golf tournament, tennis match, horseback riding, fishing, and various aviation activities.

Meals planned (all at a reasonable cost) will include a western style barbecue on Friday evening, a pancake breakfast on Saturday morning at the airport, lunches on both Saturday and Sunday, and a banquet at the Red Lodge Country Club on Saturday evening.

The town of Red Lodge is going all out to accommodate the MPA fly-in and its participants. There are motel accommodations for 500 people in the town and camping with your plane on the field with running water and facilities. Motel reservations should be made as soon as possible by calling Red Lodge Mountain Central Reservations at 446-2503.

It is advisable to preregister. The registration fee is \$10 per airplane (or per family). A registration form appears elsewhere in this publication. For more information call Mike Sasich at 252-8034 in Billings.

You don't have to be a member of MPA to attend - in fact non-members are encouraged to participate.

Mark your calendar and plan to attend!

MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 30¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

CALENDAR

July 15 - 16 - Schafer Meadows Work Session.

July 21 - 24 - Family Fly-In Flight Safety Expo, West Yellowstone.

July 30 - Columbus Fly-In. Will include a steak fry and dance. Events begin at 10:00 a.m. Contact Rickman Aircraft at 322-5974 for more information.

Aug. 5 - 7 - MAAA Fly-In, Three Forks. For further information call Bud Hall at 586-3933 or 586-6994 in Bozeman.

Aug. 13 - Helena Air Fair. Featuring the Thunderbirds.

Aug. 13 - 14 - Overnight Fly-In at Beacon Star Antique Airfield, Moore. Saturday night steak fry (bring your own steak); free Sunday morning breakfast. Call Frank Bass at 538-7616 for more information.

Aug. 26 - 28 - MPA State Fly-In at Red Lodge. For more information call Mike Sasich at 252-8034 in Billings. (See article elsewhere in this issue.)

Sept. 15 - 16 - AIP Procedures Seminar sponsored by the Helena Airports District Office of the FAA, Colonial Inn, Helena.

Sept. 15 - 18 - Reno Air Races.

Sept. 16 - 18 - Mountain Search Pilot Clinic, Kalispell.

Sept. 17 - Fly-In Breakfast, Kalispell City Airport.

Oct. 6 - 8 - AOPA Convention, Nashville, Tennessee.

Oct. 7 - 9 - Montana Flying Farmers Convention, Glasgow.

Feb. 17 - 19, 1989 - Flight Instructor Refresher Clinic, Helena.

March 1 - 4, 1989 - Montana Aviation Conference, Butte.

ANNUAL FLY-IN AT DEL BONITA HELD JUNE 11



Over fifty people attended the fly-in at the Del Bonita border crossing airstrip held this year on June 11. The fly-in is an annual event jointly sponsored by the Montana and Alberta Flying Farmers organizations.



This group of volunteer "burger flippers" seems to have more supervisors than workers.



A tug-of-war across the border pitted the Canadians against the Americans. The Americans won - although there is some question about that since they had some Canadians helping out on their team!



Don Althen, Alberta, introduces the presidents of the two Flying Farmer organizations. At left is Frank Kummerfeldt, president of MFF, from Nashua. Right is Barb Tiegs, Brooks, Alberta, president of the Alberta group.



Don Althen makes the presentation of "hands across the border" pins. The pins were designed by the Del Bonita community and include the two border monuments. At right is Frank Whetstone, former chairman of the International Boundary Commission, who is the person responsible for the approval to build the Del Bonita Airport.

Thurmond Retires From MPC

Longtime Montana Power pilot Paul Thurmond, who started flying for the utility in 1962, has retired from that job but will remain active in the aeronautical profession.

He will continue flying for MPC on a standby basis and plans to do limited flying to keep current. He also plans to do some instruction.

The Butte native began flying in 1949 and has accumulated 23,000 hours of flying time. Prior to becoming Montana Power's chief pilot in April 1962, Thurmond was a flight instructor for Fox Flying Service in Butte and Butte Aero.

Thurmond earned his A&P rating in 1986. He will continue to reside in Butte.

BUTTE STUDENTS WIN FLIGHT SCHOLARSHIPS

Two Butte High School students have been announced as winners of flight scholarships for the 1987-88 school year. Recipient of the top student award and winner of the \$250 flight scholarship provided by the Montana Aeronautics Division is Susan Noelle Gruel.

The second student winner is Lawrence J. Manley, who received a flight scholarship from Majestic Air Service of Montana.

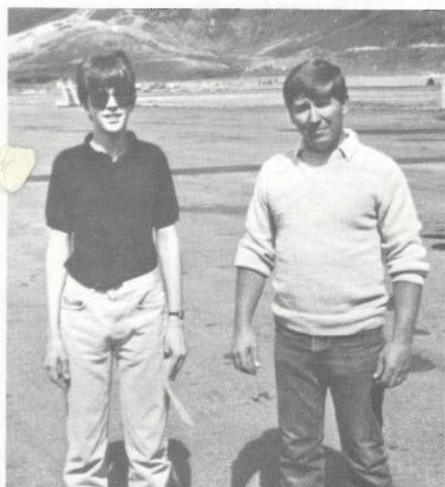
Gruel and Manley were top students in the Aviation Science course at Butte High School. The 1987-88 academic year is the first for the Aviation Science course and it has drawn a great deal of interest. It is taught by Bob Conklin.

Susan Gruel will be a senior at Butte High School this fall. Her future plans are uncertain. She is the daughter of Larry and Noelle Gruel of Butte.

Also going into his senior year, Lawrence Manley is interested in both computers and aviation and hopes to combine the two in his future career. His parents are William and Peggy Manley of Butte.



Fred Hasskamp presents Susan Gruel with her certificate as winner of the \$250 Montana Aeronautics Division flight scholarship.



Lawrence Manley (left) is the recipient of a flight scholarship awarded by Majestic Air Service. Pictured with him is Dan Corder, general manager of Majestic.



Attendees at the awards presentation at the Butte Airport include (from left): Dr. Pete Carparelli, Butte Superintendent of Schools; Bob Conklin, instructor of the Aviation Science course at Butte High; Noelle Gruel, Susan's mother; Susan Gruel; Larry Gruel, Susan's father; and Lawrence Manley.

Antiquers Gather August 5 - 7

(From MAAA Newsletter)

August 5-7 marks the 11th annual gathering of the antique aircraft where pilots and friends can fly in to swap stories and events of the past year.

You don't have to have an antique plane (or body) - it's open to anyone who enjoys flying or being around people who do. The event will be held in Three Forks.

The fly-in begins on Friday, August 5. The traditional potluck feed will be held around 6:00 p.m. Local people supply the food - you just be there to eat it.

New this year is the Dawn Patrol Breakfast being held on Saturday morning. Soon after sunrise when bodies are up and about, the group will fly 40 miles south to Ennis, landing at the airport for a breakfast at the Sportsman's Lodge. The flight is beautiful, up the Madison River, through the Bear Trap Range, and over Ennis Lake.

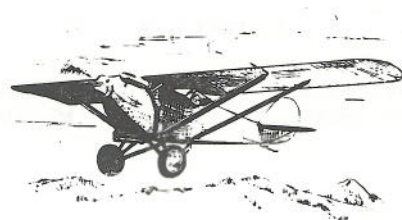
Also included on Saturday will be the flour bombing and short field landing contests, the awarding of plaques for furthest distance, best antique, best classic, best homebuilt, oldest pilot, people's choice, and a new hard luck trophy.

Throughout the day there will be a flea market for airplane parts. If it's too big or too heavy to carry with you, bring a picture of it with a postcard description. And if you are looking for something special, write the information on a card that can be posted.

Breakfasts will be available both Saturday and Sunday as will hot dogs, hamburgers, and soft drinks. Saturday evening will feature the traditional steak fry with music for dancing and listening.

Those attending can pitch tents on the airfield, or there will be transportation into Three Forks, Belgrade, or Bozeman to motels.

The unicom is 122.9. Auto fuel will be available.



FAA Issues Certificates

PRIVATE

Bryan Carson	Bigfork
Mayo Brown	Hamilton
Samuel Harrison	Gallatin Gateway
Robert Hunter	Fairview
Charles Diell	Saco
Carole Raymond	Forsyth
Mark Fournier	Missoula
Kevin Grenier	Missoula
Kent Hern	Missoula
Kenton Kirby	Missoula
Henry Lahren	Bozeman
Rolland Leitheiser	Great Falls

INSTRUMENT

Ronald Martinson	Great Falls
Michael Moran	Whitefish
Richard Tutt, II	Whitefish
Daniel Theisen	Belgrade
Jeff Price	Three Forks
Christopher White	Bozeman
Steve Nicoll	Missoula

MULTIENGINE

David Bright	Kalispell
--------------------	-----------

MULTIENGINE INSTRUMENT

Paul Iverson	Stevensville
John Stene	Polson
Wayne Meyer	Bozeman

ATP

Dennis Skovgaard	Billings
Thomas Thompson	Billings
John Poling	Billings
Roger Nelson	Billings

INSTRUCTOR

Mark Simon, Sr.	Billings
Edison Brockhausen	Missoula

INSTRUCTOR RENEW/REINSTATE

Theresa Johnson	Laurel
William Stevens	Ashland
David Healow	Billings
Steven Sessums	Missoula
Gregory Northcutt	Bozeman
John Archibald	Kalispell
Paul Grigsby	Missoula
Gus Johnson	Missoula
Jeffrey Morrison	Helena
Michael Seaman	Kalispell
Ronald Guyton	Columbia Falls
Kirk Hohenberger	Billings
Thelma Bullinger	Billings
Roger Nelson	Billings



Fly-A-Reporter Program Begins

AOPA has unveiled the latest facet of its effort to improve the public perception of general aviation.

Through the Fly-A-Reporter program, pilots are encouraged to take members of the working press for familiarization flights to demonstrate first hand the safety and utility of general aviation aircraft.

Most pilots at one time or another are frustrated or angered by inaccurate or misleading news coverage of general aviation. By participating in the Fly-A-Reporter program, pilots will be able to improve the quality of future reporting. Most inaccurate reporting is the result of the reporter being uninformed rather than biased.

A brochure, entitled "Fly A Reporter and Make Good Headlines," has been prepared by AOPA to help participating pilots contact reporters and encourage them to take a flight. It also offers tips on how to conduct the familiarization flight and get the general aviation story across.

For a copy of the Fly-A-Reporter brochure, call 1-800-USA-AOPA or write the AOPA Membership Services Dept., 421 Aviation Way, Frederick, MD 21701.

Check Density Altitude

By: Fred Hasskamp, Chief
Safety and Education Bureau

What does it mean when FSS or Tower says, "Temperature 80 degrees, check density altitude"?

Most pilots, hopefully, have some understanding of the effects of density altitude, but what it really means is that the plane is not going to fly the way it did last winter - or yesterday, for that matter - when the temperature was lower.

If a pilot becomes complacent concerning aircraft performance under high temperature/altitude conditions, he or she may experience a genuine surprise during takeoff and climb - and possibly not make it over the fence or trees at the end of the runway!

When the temperature rises above the standard temperature for a particular elevation (consult an appropriate chart), the density of the air at that particular elevation or altitude is reduced and, consequently, **DENSITY ALTITUDE INCREASES.**

Density altitude is the altitude the aircraft is performing at, or "thinks" it is at, based on the density of the air it is in. Air becomes less dense with increases in altitude, temperature, and relative humidity.

For the pilot, an increase in density altitude results in:

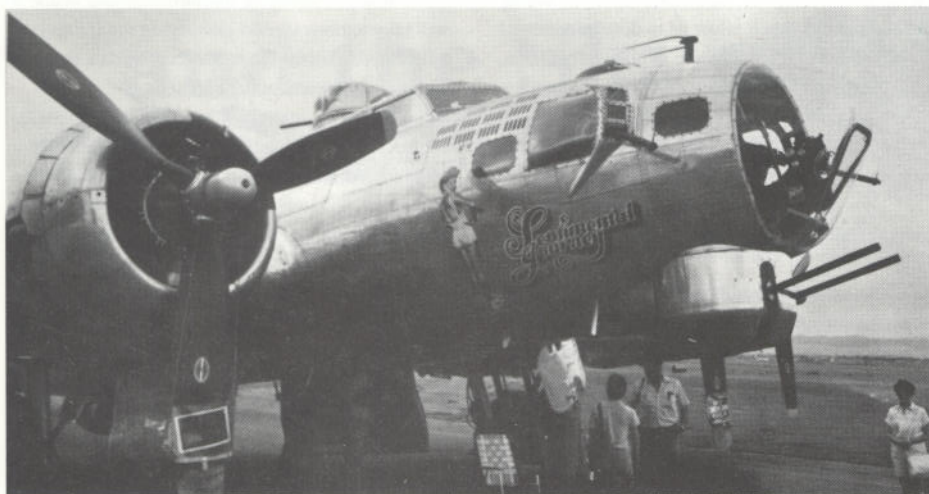
1. Increased takeoff distance.
2. Reduced rate of climb.
3. Increased true airspeed on approach and landing using same indicated airspeeds (results in longer landing rollout).
4. Increased landing roll distance.

For aircraft performance information, the pilot should refer to the aircraft owner's manual or pilot's operating handbook. In the event manufacturer's information is not available, the Koch Chart may be used to figure adjustments in aircraft takeoff and distance and rate of climb for various temperature and pressure altitude conditions.

AT UNCONTROLLED AIRPORTS

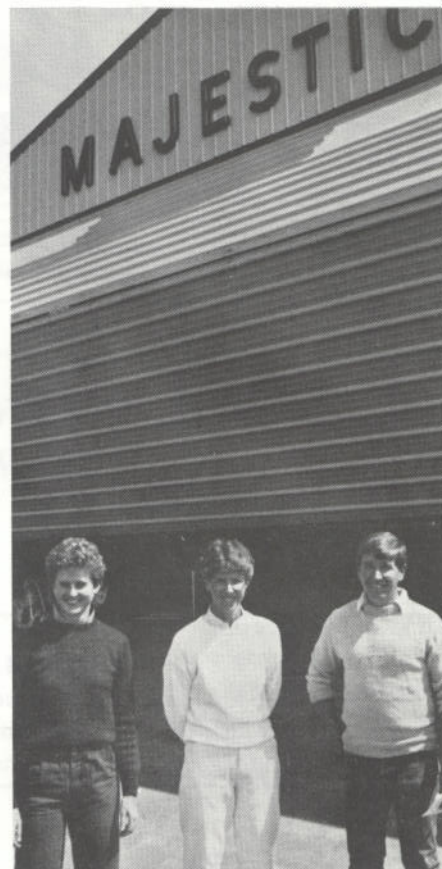
- Broadcast your intentions
- Listen for other traffic
- Conform to a pattern
- Keep a sharp lookout

CONFEDERATE AIR FORCE TOURS MONTANA CITIES



Two planes from the Confederate Air Force have been touring Montana. The two include a fully restored B-17G bomber and a P-51. The Montana tour has included Kalispell, Helena, Butte, and Bozeman. Arrival of the vintage aircraft revived lots of memories for those who served in them during World War II and their families. It was also a chance for those too young to remember the War to actually see a piece of history. The Confederate Air Force is a group of individuals who restore and fly World War II aircraft. The tour is a fund raising effort.

Majestic Air Service Operating in Butte



A full service FBO, Majestic Air Service has been operating on the Butte Airport since January. The company offers sales and service along with fuel and flight instruction. General manager is Dan Corder. Pictured above with Dan are (at far left) Maureen Walsh, comptroller, and (center) Kim Masella, secretary.

REGISTRATION FORM MPA FALL FLY-IN August 26 - 28, 1988 — Red Lodge

Name (Please Print) _____

Address _____ City _____ State _____ Zip _____

Number in your party attending _____ Please make the following meal reservations:

Friday Barbecue: No. Attending _____ Saturday Banquet: No. Attending _____

Saturday Lunch: No. Attending _____ Sunday Lunch: No. Attending _____

Enclosed please find my \$10.00 Registration fee. (Make checks payable to Billings Hangar, MPA)

Mail to: Billings Hangar, MPA, Box 1233, Billings, MT 59103-1233

System Plan Update - Phase II

By: David C. Kneedler, Chief
Airport/Airways Bureau

We are currently underway with a consultant selection process which will result in our contracting with a firm to accomplish work in connection with Phase II of our Montana State Aviation System Plan update. We anticipate entering into a contract by June 30 with one of the five firms responding to our recent solicitation for statements of qualifications and interest.

Phase II work will consist of performing pavement condition surveys at approximately 54 Montana airports in addition to counting aircraft operations at 8 other Montana facilities using acoustical counters.

The purpose of the pavement condition surveys is to provide the Federal Aviation Administration (FAA) and the Aeronautics Division with a common index for comparing the condition and performance of airport pavements around the

state.

The effort involved in acoustically counting airport operations will allow us to determine actual activity levels at representative airports. This, then, will give us a mechanism with which to compare estimated and projected operations with actual numbers, thus allowing an evaluation of how realistic past forecasting methods have been.

We hope that this most recent part of our update effort will be complete within calendar year 1988.

As an update on Phase I of the System Plan work, the consultant has now completed Chapters I through V. The Technical Advisory Committee, which was formed to oversee the consultant's work has, along with the FAA, reviewed those chapters and approved them for format and content.

You may recall from past articles that the Phase I portion of our update entails evaluating and updating the basic system planning elements contained in all past plans which have been completed to date. In a nutshell, this consists of

taking a look at Montana's aviation system as it exists today, estimating the direction and shape it will take tomorrow, and identifying the things that will be needed in the future to accommodate any new direction or expansion anticipated.

Work remaining in Phase I includes consideration of aviation system alternatives for Montana, formulation of the recommended aviation system for our state during the next 20 years, and, finally, putting together a financial plan which will accommodate that recommended system. The consultant, Robert Peccia and Associates, is currently pursuing those items, and we anticipate completion of the Phase I study by the end of October 1988.

2000 copies of this public document were published at an estimated cost of \$.35 per copy for a total cost of \$701.60, which includes \$516.60 for printing and \$185 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



June 1988

Second-Class
Postage Paid at
Helena, MT 59604

P.O. Box 5178
Helena, Montana 59604